

***I-710 Long Beach Oversight Committee
Community Consensus Recommendations***

RECOMMENDATIONS	I-710 Guiding Principles					
	1. Improve public participation and provide technical assistance to facilitate effective public participation	2. Identify and minimize the cumulative exposure to toxin pollutants and noise exposure for neighborhoods in the affected areas	3. Minimize right-of-way acquisitions to preserve existing homes, businesses and open space	4. Reduce air pollution through aggressive diesel emissions reduction programs and the use of alternative fuels	5. Improve safety by reducing truck/automobile conflicts through improved roadway design	6. Relieve congestion by employing a comprehensive, regional systems approach that includes freeway, roadway, rail and transit systems
Diesel emissions from sea vessels and trains need to be addressed by regulatory agencies (workshop 1)						
A toll on diesel trucks should be imposed to offset the cost of utilizing the Alameda Corridor						
The Long Beach Health Department should conduct air quality studies near the intersection of the 710 Freeway and the 47 Freeway (workshop 1)						
A limit on Port expansion should be discussed.						
Tariffs should be imposed on businesses that use the port. The funds gathered through the tariffs should be utilized for programs to clean air pollution (workshop 1)						
Study the spillover traffic and the 710 Freeway. The spillover traffic may create safety issues for pedestrians (workshop 1)						
School buses should use alternative fuels to reduce diesel emissions (workshop 1)						
Trucks operating at the Port should use bio-diesel or alternative fuels (workshop 1)						
The performance of alternative fuels on air pollution should be verified prior to commercial use (workshop 1)						
City of Long Beach should review impacts of ICTF terminal to community and local schools. Truck idling levels at the ICTF terminal should be reduced to the level of the Ports (workshop 1)						
Noise pollution should be mitigated for any I-710 Freeway improvements (workshop 1)						
Increase tree plantings in Long Beach by threefold (workshop 1)						
Future health studies must include data about deaths related to pollution (workshop 1)						

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The City of Long Beach should support Congress-member Rohrabacher's legislation to impose a fee on each container that enters the Port (workshop 1)						
On-dock rail capabilities should be expanded (workshop 1)						
The Port should pay for any impacts to the community, including any improvements to the 710 Freeway and impacts to the health of residents in the community (workshop 1)						
All empty containers should be shipped to the place of origin and they should be allowed to remain empty in the Port (workshop 1)						
The City of Long Beach should research the impacts of Port expansion to the local tourism industry (workshop 1)						
Extra fees should be charged to Port tenants and companies hauling cargo from the Port to cover expenses related to local healthcare costs (workshop 1)						
The City of Long Beach should conduct research into the health impacts on the community stemming from local refinery emissions (workshop 1)						
The City of Long Beach should conduct research into the health impacts of diesel and other vehicle emission to children. The research should include asthma and other health ailments, including respiratory problems, cancer, allergies, etc. (workshop 1)						
Involve federal elected officials in the 710 Freeway major corridor study (workshop #3)						
The Port should support the use of green diesel and compressed natural gas for trucks hauling cargo from the Port (workshop #3)						
The Port should develop aggressive idling legislation to limit diesel truck idling to a maximum of five minutes (workshop #3)						
Cargo should be distributed to other regional Ports (workshop #3)						
The Port of Long Beach should be downsized (workshop #3)						

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The City of Long Beach should define the maximum capacity of the Port of Long Beach (workshop #3)						
The Alameda Corridor Transportation Authority's initiatives should be implemented immediately (workshop #3)						
The Port should not extend to a 24-hour operation until further air quality research is conducted on the potential impacts to Long Beach residents (workshop #3)						
A shuttle train system should be developed to haul cargo to local distribution centers in Southern California (workshop #3)						
Trains should use cleaner fuels (workshop #3)						
Governing agencies should make it mandatory for ships to slow down as they prepare to dock at the Port of Long Beach (workshop #3)						
By 2006, offshore shipping companies should be equipped to use shore power while docked at the Port (workshop #3)						
Cargo containers should be standardized which would allow multiple companies to use the containers and reduce the number of empty containers at the Port (workshop #3)						
The Port of Los Angeles should participate at the next workshop related to Port Operations (workshop #3)						
Local Ports should coordinate the use of alternative fuels strategies (workshop #3)						
Minutes of all workshops should be translated in Spanish and Khmer (workshop #3)						
The Port should conduct research on the cost of pollution to local healthcare (workshop #3)						
Use the Terminal Island Freeway and the Alameda Corridor to haul cargo and divert diesel trucks away from the 710 Freeway (workshop #2)						

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Residents should have free and competent legal advice provided to them to assist them with the property acquisition process (workshop #2)						
Residents whose property is not taken but impacted by 710 Freeway improvements should be compensated by Caltrans (workshop #2)						
The City of Long Beach and Caltrans should inform residents about any property acquisition plans in advance and a timely manner (workshop #2)						
The public should be provided an opportunity to view and comment on the new 710 Freeway designs at various public meetings (workshop #2)						
Do not move forward with the 710 Freeway project (workshop #2)						
Identify alternative methods to haul cargo from the Port – other than diesel trucks.						
Find an alternative to 710 Freeway expansion (workshop #2)						
Do not take any businesses or homes until all other alternatives and options for improving the 710 Freeway are exhausted (workshop #2)						
Sound walls need to be included into the final budget for the 710 Freeway improvements, and they must be built at the time of construction of any improvements (workshop #2)						
Caltrans should better maintain the properties they currently own in Long Beach (workshop #2)						
Caltrans should establish a performance bond for any improvements to the 710 Freeway that would allow for residents to recoup any damages during construction (workshop #2)						
Residents should be encouraged to attend meetings about the 710 Freeway and they should continue applying pressure and giving input on this process (workshop #2)						
Properties should be referred to “homes” and not “houses” during discussions about 710 Freeway improvements (workshop #2)						

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Caltrans should provide contact information to residents about whom to contact regarding damages done to properties because of construction to the 710 Freeway (workshop #2)						
MTA and Caltrans should conduct a walk thru the Long Beach segment of the 710 Freeway where proposed improvements might take place (workshop #2)						
The 103 Freeway should be expanded and should proceed left on Sepulveda and Willow and connect to the Alameda Corridor (workshop #2)						
An appraisal should be conducted at the time of the final design for the 710 Freeway improvements and a second appraisal should be conducted at the time that Caltrans begins the property acquisition process (workshop #2)						
Distribute cargo to other Ports (workshop #4)						
Conduct community meetings in the first district to make it easier for residents in that district to attend meetings (workshop #4)						
Signage should be visible to traffic at all times in the design of the 710 Freeway (workshop #4)						
No double decking of the 710 Freeway (workshop #4)						
Encourage the use of the 110 Freeway to divide truck traffic equally with the 710 Freeway (workshop #4)						
The City of Long Beach should conduct research regarding the impacts of pollution to local residents from Port operations, the 710 Freeway, local petroleum refineries, and the proposed Liquid Natural Gas station (workshop #4)						
The City of Long Beach should establish a transportation policy to divert truck traffic to routes other than the 710 Freeway (workshop #4)						

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School Bus traffic flow should not be impacted by future construction on the 710 Freeway (workshop #4)						
Ships should be made to slow down when entering the Port (workshop #4)						
Ships should use alternative fuels when docking at the Port of Long Beach (workshop #4)						
Give incentive funding to truck operators to use bio-diesel (workshop #4)						
A toll should be implemented on trucks hauling cargo from the Port and shipping companies should pay the toll (workshop #4)						
Shipping companies should hire independent truck drivers as employees and they should treat them fairly (workshop #4)						
Trucks and ships delivering and hauling cargo from the Port of Long Beach should use particulate matter traps (workshop #4)						
A new truck inspection site should be built on Port of Long Beach property (workshop #4)						
A pilot project for the use of bio-diesel should be implemented (workshop #4)						
Center dividers must be built taller in the future (workshop #4)						
Truck drivers should be considered when developing new cargo hauling methods (workshop #4)						